

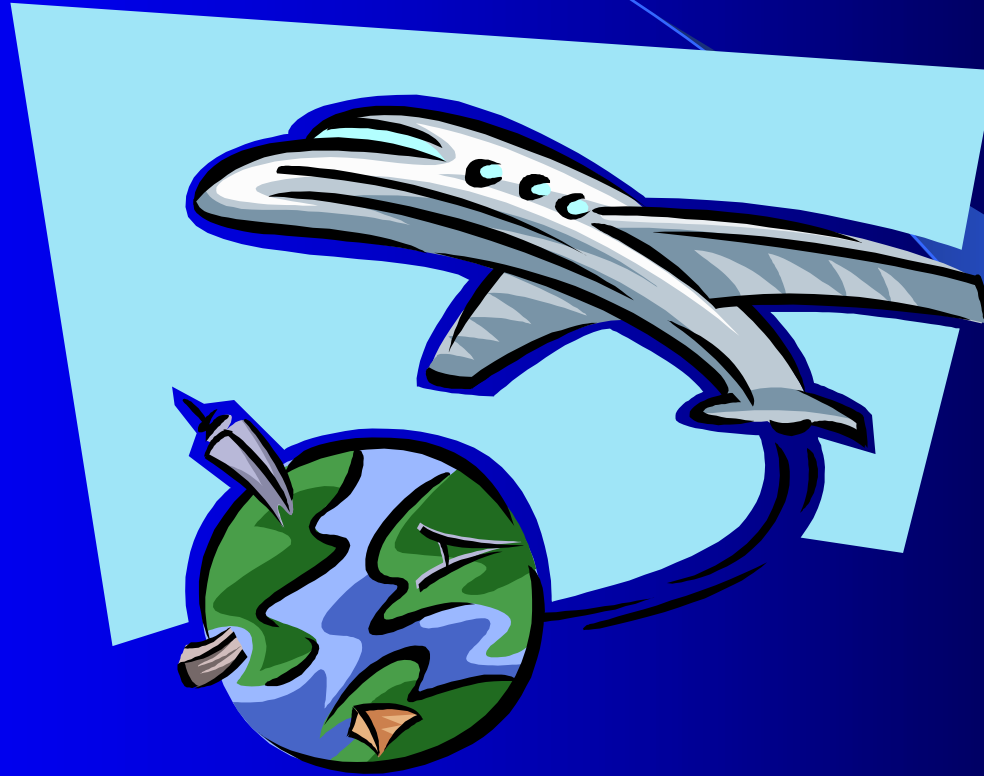
Rail Recommendations

ORDC & ODOT should work together to:

- Enhance rail service & inter-modal connectivity so rail remains an **ALTERNATIVE** for business & passengers
- Work to provide double-stack bridge clearance
- Preserve existing Class I corridors
- Consider potential impact of highway projects on rail market and industry
- Continue to support MWRRI & Cleveland Hub



Air (Chapter 7)



“Ohio is the birthplace of aviation pioneers”



Air Transportation is a unique growth opportunity for Ohio's economy

- Air freight is growing faster than any other mode
 - Air freight operates off-peak
 - Used for high-value, time sensitive goods
- Air Passenger - Business Aviation is growing rapidly
 - 70% of all Fortune 500 operate GA aircraft
 - Provide flexibility, time savings, reliability, improved marketing, privacy, comfort security, increased productivity



Air freight and passengers typically arrive & depart by motor vehicle

challenges include

- Land-side congestion accessing airports
- Limited land for warehouse space



Air Recommendations

- Support highway and transit inter-modal projects to improve airport access by passengers and freight
- Work with entitlement airports to identify projects that provide economic benefit to Ohio
- Continue use of Office of Aviation to manage FAA & GRF funding



Air Recommendations

- Preserve existing investments in GA airports
 - Improve or maintain runways, taxiways & aprons pavements
 - Reclaim, through obstruction removal, 26,180 ft. of useable runway at 52 public airports
- Consider supporting a dedicated funding level for airport improvements from the sales tax funding generated by airports
- Support NASA Small Aircraft Trans. Study



Bike/Pedestrian Transportation (Chapter 8)



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Bike/Ped. Existing Conditions

- > 5,000 miles of trails cross Ohio
 - (note: includes signed road shoulders)
- 539.9 miles built w/ ODOT or USDOT funds
- Since 1990 ODOT invested approximately \$6.16 million / year for bicycle and pedestrian projects
- Average costs = approx. \$213,000 / mile
- \$124 to \$185 million in outstanding requests statewide
 - includes local requests and cost to complete cross state trails



Existing and Proposed Regional Bicycle and Pedestrian Trails



Bike/Ped. Recommendations

ODOT will:

- Respond to local priorities and preferences
- Continue to use Enhancement funds for trails
- Support cross-state projects (Ohio-Erie trail)



Bike/Ped. Recommendations

- Draft a policy to address when and where bicycle and pedestrian facilities should be considered
- Support programs that promote, educate, and enforce safety & the rules of the road
- Look for broad opportunities to:
 - Incorporate safe bike/ped. design features into new roadway projects
 - Retrofit during scheduled maintenance



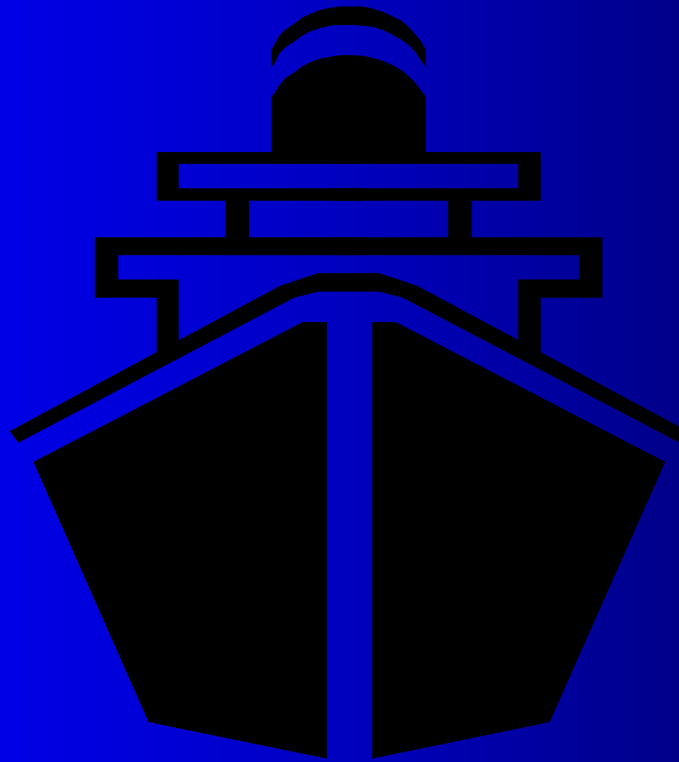
Bike/Ped. Recommendations

ODOT staff will be directed to:

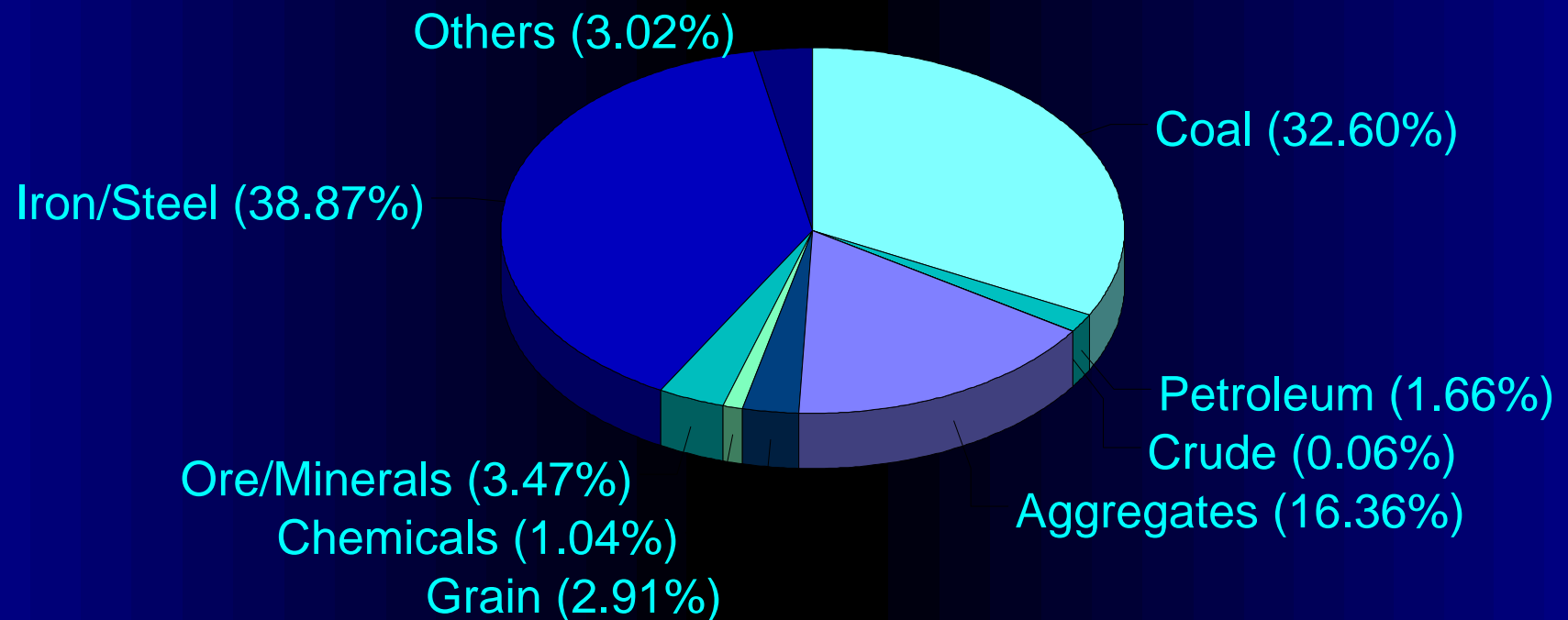
- Coordinate with local govts. to evaluate need for trails
- Encourage MPOs to work with local govts.
- Listen for public desire during project public comment periods
- Review safety data to identify unsafe locations and patterns



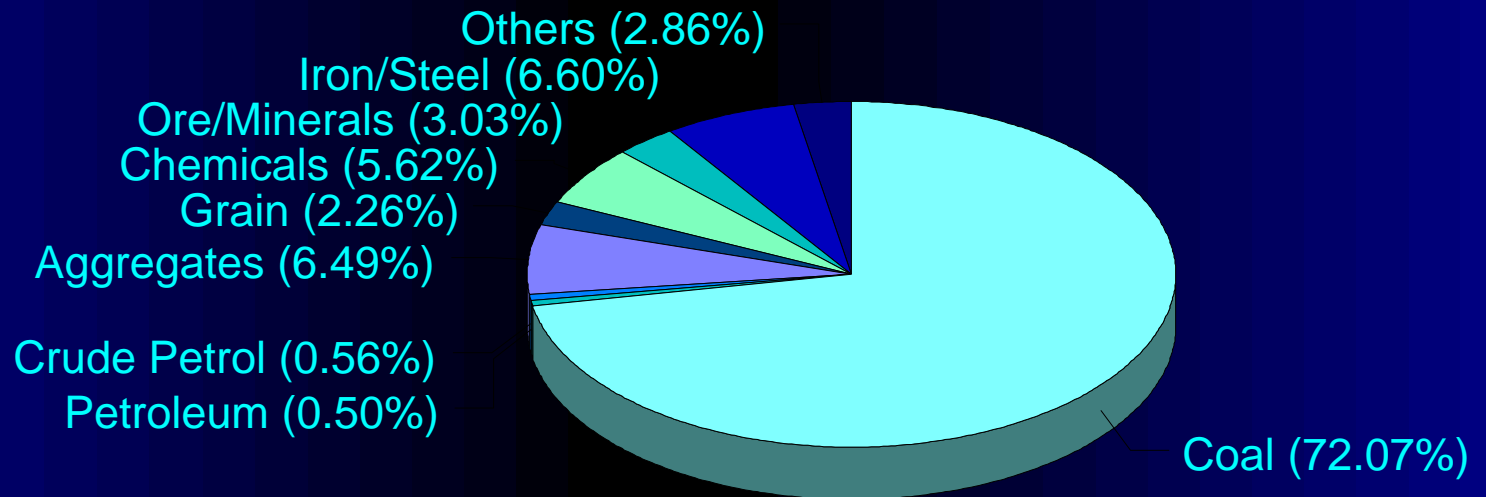
Water (Chapter 9)



Lake Erie Tonnage 2000



Ohio River Tonnage 2000



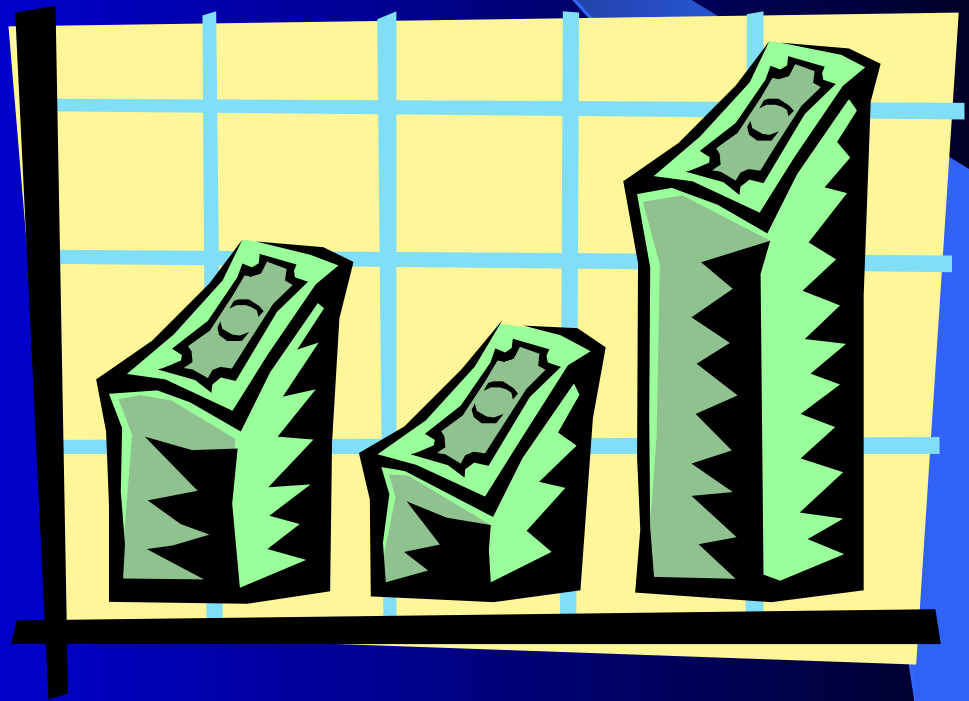
Water Recommendations

- ODOT can continue to support water transportation by:
- Continuing to support :
 - Research studies
 - Lake Erie Commission
 - Ohio Port Authority Council
- Funding inter-modal connectivity & congestion improvements projects near ports
- Awareness of:
 - Projects to improve travel on the Lake Erie
 - USDOT Short Sea Shipping programs



Financing It All (Chapter 11)

- Moving from concept to reality requires money.



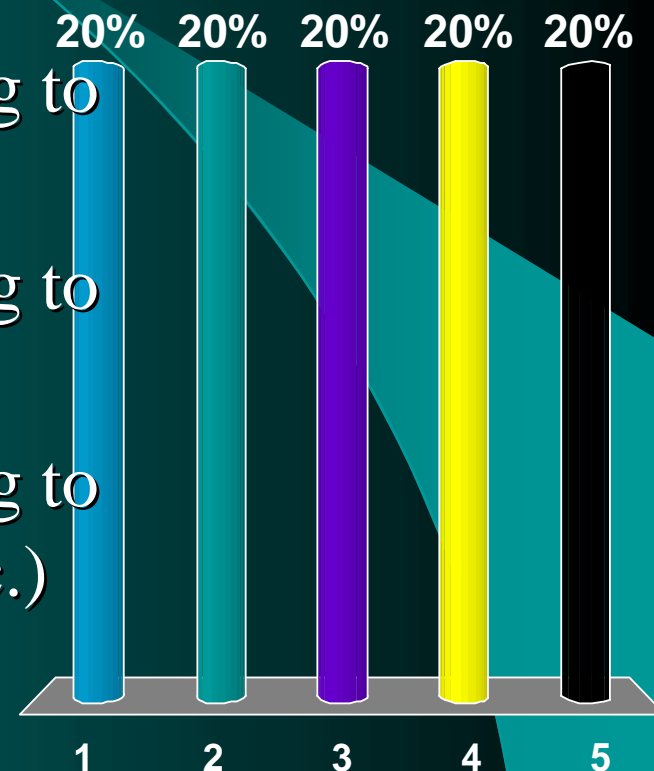
ODOT's Financial Strategy

- Fund payroll & operations w/ constrained growth
- Fund basic system maintenance to maintain steady state
- Continue funding commitments to local govts.
- Provide \$500 million annually 2006-2015 for Gov. Taft's Jobs & Progress/TRAC committed projects
- Do not incur unacceptable debt levels



Your Opinion on ODOT's Financial Strategy?

1. **AGREE** in general
2. ODOT should direct **MORE** funding to maintaining the existing system
3. ODOT should direct **MORE** funding to new capacity projects
4. ODOT should direct **MORE** funding to non-highway modes (transit, rail, etc.)
5. **DISAGREE** in general



Trade and Travel Corridors (Chapter 12)

- Based around 26 Macro Highway Corridors
 - Subdivided Ohio into integrated multi-modal networks
 - Connecting population and employment centers
 - Include all major cities, employment centers, entitlement airports, major water ports, public transit systems, parallel roadways, rail lines



An aerial photograph of a city harbor, likely San Francisco, showing a large ship docked at a pier, with industrial buildings and a city skyline in the background.

For each trade and travel corridor, presented:

- Profile
- Objectives
- All modal projects
 - costs and timing



2004 to 2030 RECOMMENDED MAJOR PROJECTS (Corridor 11)						NOVEMBER 2004				ACCESS OHIO GOAL			
Project Source	Facility/Project	Location/Limits	Improvement	Project Cost (millions)	Construction Period	Transportation Safety	Economic Development	Reliable Traffic Flow	System Preservation				
Dist.1	I-75	Auglaize Co. line to SR 81	Reconstruction and possible add lane.	\$38.0	2005-2010	X		X					
MVRPC	I-75	SR 41 to the Shelby Co. line	Rehabilitate and add lanes.	\$47.3	2005-2030			X	X				
MVRPC	CR 25A	Main to Looney and Miami Co. line to 0.96 mile north of SR 571	Add lanes.	\$18.1	2005-2030								
LACRPC	ACRTA	ACRTA service area	System preservation.	\$17.8	2005-2025							X	
	Bluffton Airport	Bluffton	Construct taxiway, extend runway, install automated weather observing system.	\$1.7	2005-2030							X	
	Allen Co. Airport	Lima	Extend runway, landing aids.	\$4.7	2005-2030								
	Sidney Municipal Airport	Sidney	Extend runway, landing aids, lighting, new hangars and taxiways, and extend runway.	\$1.6	2005-2030							X	
<div> <div>LEGEND</div> <div> <div>Highway</div> <div>Transit</div> <div>Air</div> <div>Bike/Pedestrian</div> <div>Rail</div> </div> </div>													



2004 to 2030 RECOMMENDED MAJOR PROJECTS (Corridor 17)						NOVEMBER 2004		ACCESS OHIO GOAL			
Project Source/ Sponsor	Facility/Project	Location/Limits	Improvement	Project Cost (millions)	Construction Period	Transportation Safety	Economic Development	Reliable Traffic Flow	System Preservation		
J&P	I-71	From Kentucky State line to I-471	Reconfigure interchanges.	\$30.0	2005-2015			X	X		
J&P	I-71	I-275	Reconfigure interchanges.	\$5.0	2005-2015			X			
MORPC	I-71	Pickaway Co. line to I-270	Reconfigure, add lanes, and reconfigure interchanges.	\$88.2	2005-2030			X	X		
OKI	I-71	Jeremiah Morrow Bridge over the Little Miami River	Replace bridge.	\$83.5	2005-2030				X		
OKI	I-71	Martin Luther King Blvd.	Construct interchange.	\$35.0	2005-2030		X				
Tier1/Dist.8	US 22/ SR 3	Weller Rd. to Kemper Rd. including I-275 interchange	Add lanes and reconfigure interchange.	\$51.0	2005-2010			X	X		
OKI	US 42	Fields-Ertel Rd. to Cox Rd.	Add lanes.	\$22.0	2005-2030			X			
Tier1/Dist.8	SR 28	SR 28 Bypass in Clermont Co	Purchase bypass from Clermont County.	\$10.5	2005-2010		X				
MORPC	SR 104	Pickaway Co. line to Stringtown Rd.	Add lanes.	\$21.4	2005-2030			X			
MORPC	Norton Rd.	Bausch Rd. to W. Broad St.	Add lanes.	\$22.8	2005-2030			X			
OKI	Area Study	SW Warren County	Implement study recommendations.	\$125.0	2005-2030		X	X			
MORPC	COTA	Columbus	Purchase of an additional 200 buses and creation of suburban transit centers.	\$762.0	2005-2030					X	
	Blue Ash Airport	Cincinnati	Reconfigure airport, relocate taxiways, terminal facilities.	\$12.0	2005-2025					X	
	Bolton Airport	Columbus	Rehab apron, taxiways and access road, install fencing, and design crosswind runway.	\$3.1	2005-2025			X		X	
	Warren Co. Airport	Lebanon	Obstruction removal, taxiway extension, security fencing, widen runway.	\$2.0	2005-2025					X	
	Clinton Field Airport	Wilmington	Taxiway rehab, new runway, taxiways and lighting.	\$3.4	2005-2025					X	
<div> <div>LEGEND</div> <div> <div>Highway</div> <div>Transit</div> <div>Air</div> <div>Bike/Pedestrian</div> <div>Rail</div> </div> </div>											

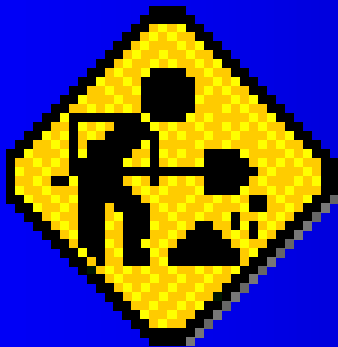
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Executing the Plan

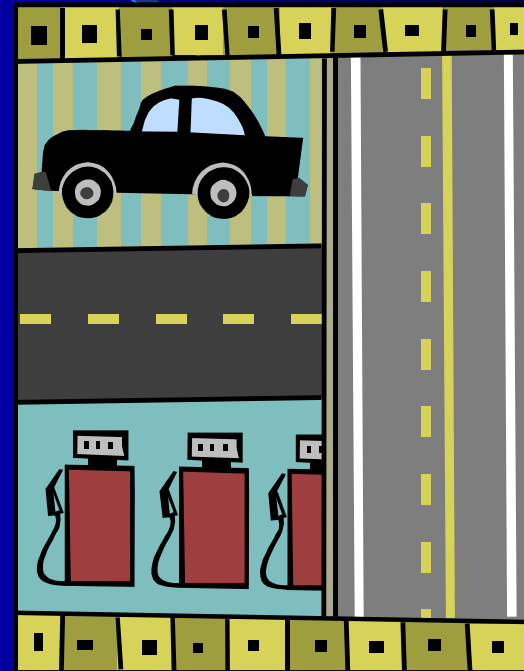
Moving from paper to
project

....Putting our money
where our mouth is



Executing the Plan

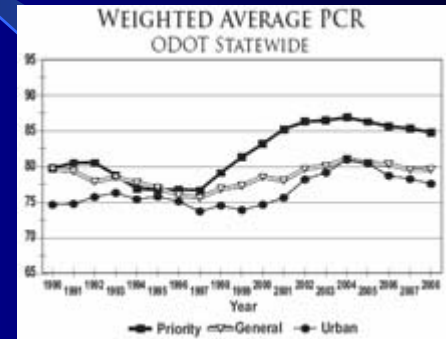
- Business Plan
- Finance Plan
- Jobs and Progress
- Safety Program
- Congestion Program
- Project Development Process



Executing the Plan

ODOT Business Plan

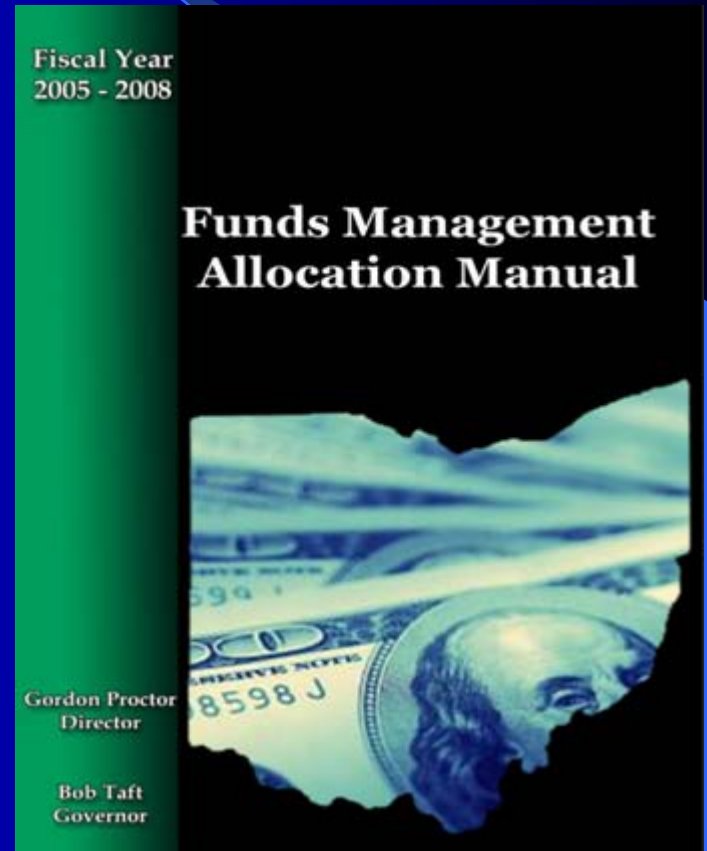
- Outline of ODOT two year strategy and performance goals
- Internal and external communication of strategic initiatives
- Reporting of the State of the Transportation System



Executing the Plan

ODOT's Financial Plan

- Provides a 10 year forecast for determining fiscal resources.
- Program allocations tied to asset management needs.



Executing the Plan

Jobs and Progress



- Turning good ideas into great results
- A 10 year plan for major transportation improvements



Executing the Plan

Safety and Congestion Programs

- Actions to improve the sufficiency of state highways
- A combination of low, medium and high cost solutions to address safety and congestion hot spots



Executing the Plan

ODOT's Project Development Process

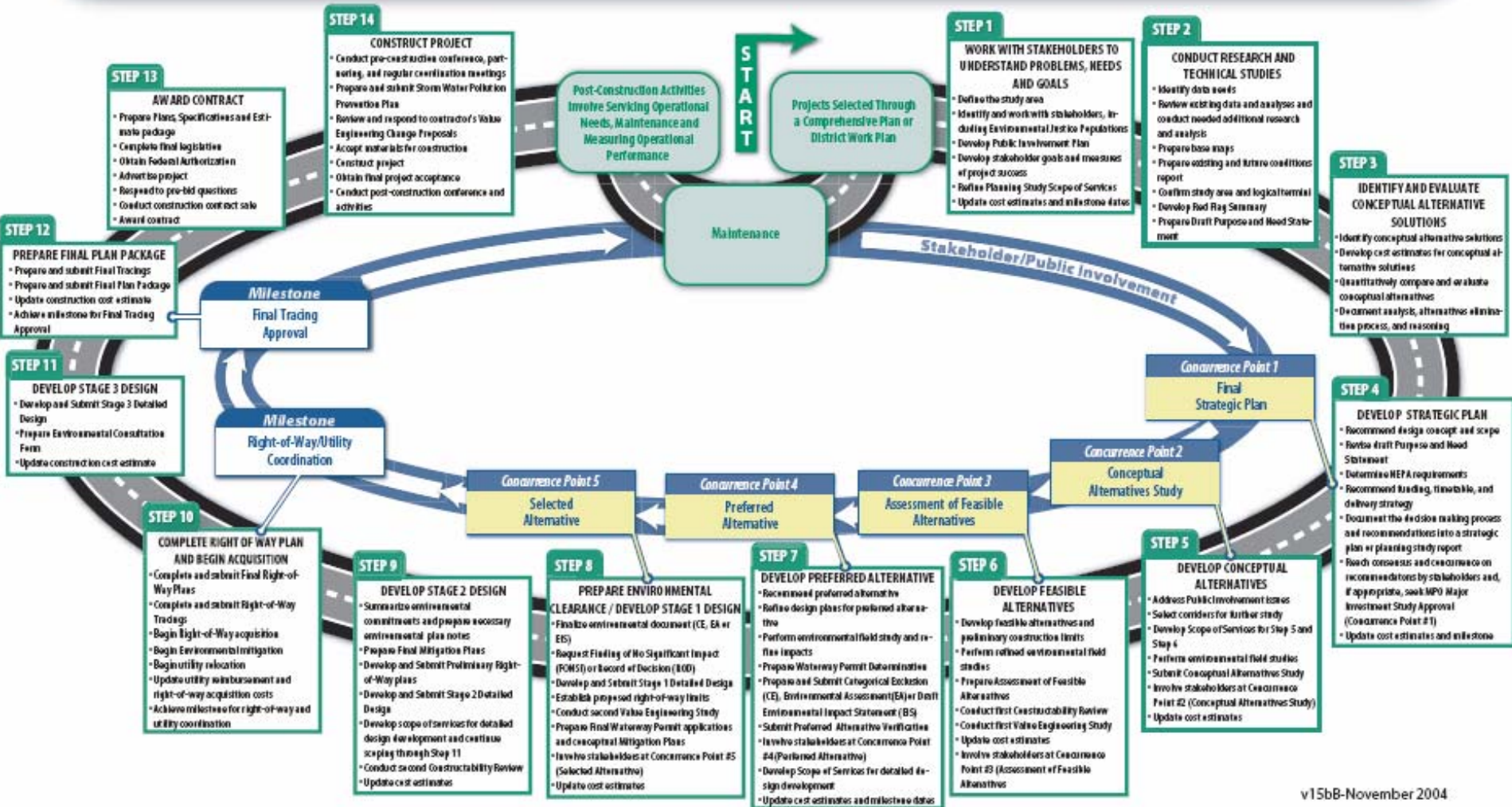
- Projects identified in *ACCESS OHIO* are advanced through the PDP
- Project focused planning linked to NEPA
- Process explains how to advance through design to construction
- 14 step, 10 step, 5 step
- Purpose and Need justification taken from *ACCESS OHIO*





Ohio Department of Transportation

Project Development Process (PDP) for Major Projects

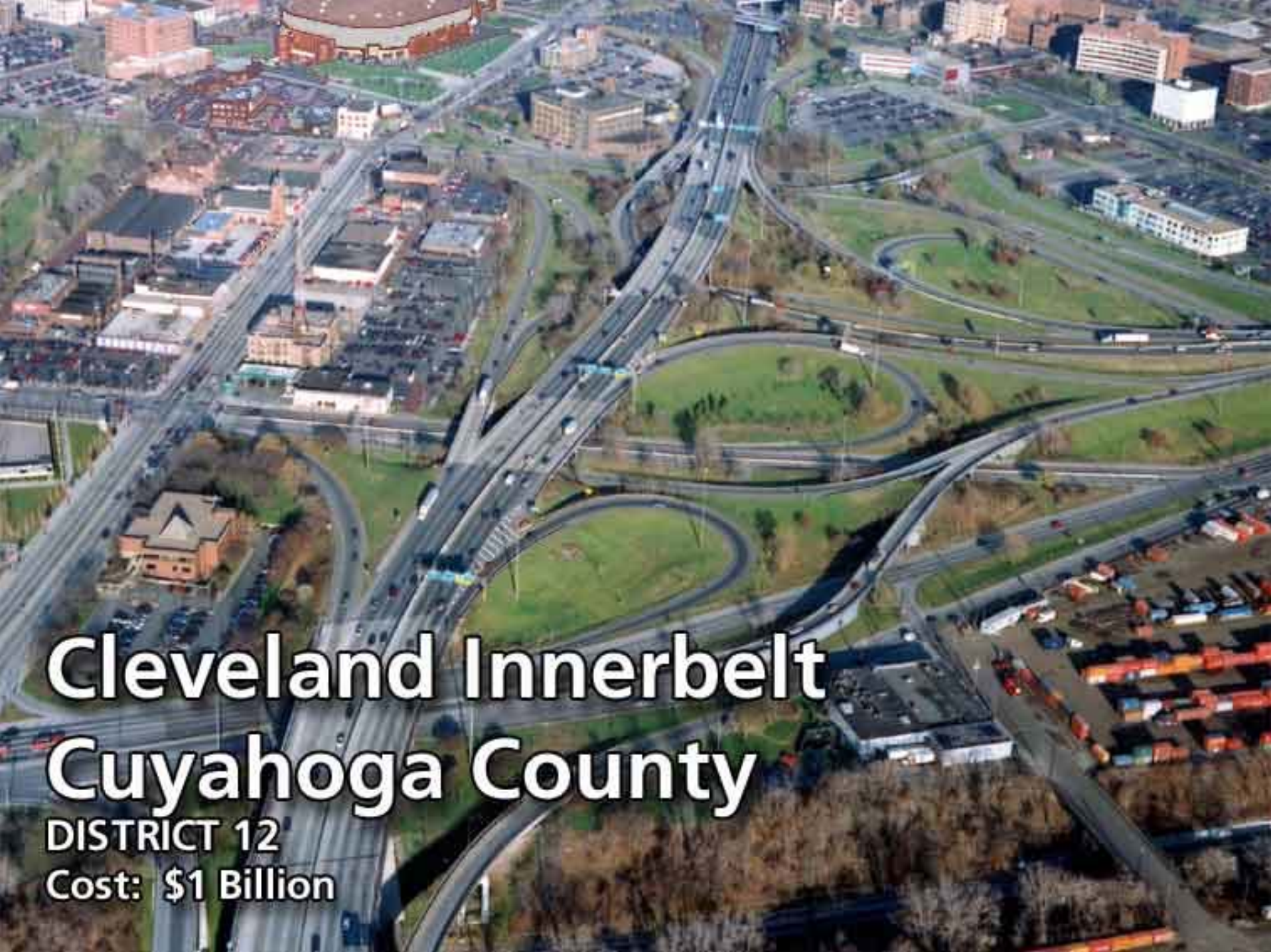


v15b8-November 2004

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Cleveland Innerbelt Cuyahoga County

DISTRICT 12

Cost: \$1 Billion

Questions



www.dot.state.oh.us/planning

07/28/2005

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